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BOOK NOTICES.

The International Geography. *Hugh Robert Mill, Editor.* *D. Appleton & Company, New York.* 8vo, 1089 pp., 487 figures in the text.

This important handbook of geography is prepared by seventy authors under the general editorship of Dr. H. R. Mill, Librarian of the Geographical Society of London. The ten chapters of Part I deal with the principles of the science. Among the authors are Dr. J. S. Keltie, Dr. John Murray, Dr. J. W. Gregory, and the Editor. The subjects treated are: Mathematical Geography; Maps; The Plan of the Earth; Land-Forms; The Oceans; The Atmosphere and Climate; The Distribution of Living Creatures; The Distribution of Mankind; Political and Applied Geography.

The bulk of the volume is devoted to regional geography, and is prepared by experts in their respective fields. Thus, the United Kingdom is treated by Dr. Mill, the physical geography of France by Professor A. de Lapparent, and Austria by Professor Penck. Continental summaries precede the accounts of the several countries. Thus, North America is described as a whole by Professor W. M. Davis; while Canada is taken by Mr. J. B. Tyrrell, the United States by Professor Davis, Mexico by Professor A. Heilprin, and Cuba and Porto Rico by Mr. R. T. Hill. The continent of South America is described by Dr. A. J. Herbertson, of Oxford; Ecuador, Peru and Bolivia by Sir Clements R. Markham, and the Arctic regions by Nansen. Thus we have sufficient indication of the character of the work. Compact statistics and a bibliography close each chapter, and a copious index closes the volume. The illustrations consist largely of sketch maps of physical and political features.

With this brief notice of the general plan, our review must limit itself to some of the chapters upon North America. Professor Davis' account of the continent is short, but discriminating. The homologies of North and South America and of our continent and Eurasia are recognized and rationally stated, but we are put upon guard against resemblances that are fanciful. The contrasts are not neglected. The physical features—such as the shore-lines, the Laurentian and Appalachian Highlands, the Rocky Mountains, etc.—are genetically described, and climate is illustrated by temperature

and rainfall maps, followed by notices of the aboriginal people, of the history of settlement and of territorial growth.

In the account of the United States the same author gives us the longest chapter in the book, and the Editor characterizes it as perhaps the most instructive, by virtue of its novel and scientific plan. Reference is here had to the methods of the new geography, which are freely used. The country is subdivided into physical districts rather than into States, which latter often have no physical unity. Thus the Appalachians are parcelled out among many States, and a State like New York is composed of mountain, plateau and plain. The diversity of State legislation is illustrated in the brief notice of our political system, and there is a judicious reference to the effect of excessive immigration upon our municipal life. Equally just reference is made to the value of our scientific bureaux, and to the character and generous distribution of their reports.

The chapter deals mainly, however, with regional geography. Among the noteworthy illustrations of the genetic method we find here the origin of Appalachian topography as now understood. The stages of this history have now become familiar to many students of geography. They are, in brief, very ancient making of high mountains; denudation nearly to sea-level, forming a peneplain, subsequent uplift to plateau altitudes, the plateau carrying Monadnock remnants and being deeply dissected in a new geographic cycle. The contrast between our northern and southern Atlantic shore-line is strikingly shown, due to submergence at the north and the emergence of marginal sea-bottoms at the south. The various features of this shore-line have determined the first settlements and the relative growth of the colonies. A characteristic passage is the explanation of such "cusps" as Capes Hatteras, Fear and Lookout, as "due to the interaction of several large back-set eddies of the long-shore waters, which seem to turn in local circuits between the Gulf Stream and the continent."

The lowland coastal areas of New England have been formed by the etching out of weak rocks, with submergence. Hence have arisen Boston, Providence and the cities of the Connecticut Valley. Water-power has mainly shaped the industry of New England, and this in turn is due to the glacial renewal of the topographic youth of the region. Following this principle of geographic control we understand the commercial superiority of New York. The middle of the older Appalachian belt of mountains is much submerged, and hence is crossed by the deep navigable channel of the Hudson;

while the Mohawk Valley offers the only deep-cut passage across the plateau that stretches from the Adirondacks to Alabama. In contrast, the Potomac has been "drowned" only up to Washington, but not across the old belt of hard rocks at Harpers Ferry, and there is no passage like that of the Mohawk across the plateau. Hence Norfolk could not have become a rival of New York. The interesting point is brought out that Philadelphia, which is also due to a depression in the edge of the continent, has expanded on open ground, and has, therefore, a large proportion of its families in individual homes.

Equally significant is the unification and swiftly developing Americanism of great and diverse populations on the broad prairies of the Mississippi Valley. The lakes and the railroads are the chief instruments in this growth. Of the latter the author writes, "Distance is their only obstacle, and that they overcome by building single tracks; they have few cuttings or embankments; they cross each other on the level, and gather in tangled ganglia in many prairie centres like Columbus, Indianapolis and Springfield." In contrast to the immense importance of railways, the Mississippi River has lost its former commercial significance, and is an impediment in transcontinental traffic. The comparatively uniform excellence of the soil in the glaciated parts of Ohio, Indiana and Illinois is set over against the sudden contrasts south of the glacial belt, where the soil depends on the underlying rocks. Thus the Blue Grass region of Kentucky adjoins the barren sandstone uplands of that State.

A short but most effective summary of the geographic factors in the astonishing development of Chicago is given. The immediate site is poor ground for a great city, but it is "the point where all overland travel from the east must turn around the southern end of Lake Michigan on the way to the great North-West." An interesting abstract is given of the newly-worked-out history of the glacial Great Lakes in their relation to Niagara. It is perhaps too brief to be well understood by the general reader, but may well arouse his curiosity to know more of a most remarkable physical history which has profoundly influenced the development of the United States and Canada. Another product of recent observations is the post-glacial diversion of much of the drainage of Western Pennsylvania, and probably even of West Virginia, from the Erie to the Ohio basin. The cities of the Mississippi River are cited as illustrations of geographic control. New Orleans is upon the lower part of its flood-plain. Memphis, Vicksburg, Natchez and Baton Rouge are

at points where the river swings against its eastern bluffs. Cairo is at the entrance to the Ohio, St. Louis at the head of the flood-plain, St. Paul at the head of navigation, and Minneapolis where the Falls of St. Anthony afford water-power. The States west of the upper Mississippi are remarkable for their well-displayed and well-differentiated sheets of glacial drift. This is one of several sections in which the geographic importance of glaciation receives emphasis. Equally good exposition is given of typical areas in the Far West. Among these are the Bad Lands, the Rocky Mountains, the Colorado Plateaux, the Columbia lava plateaux, the Basin Ranges, and the Pacific Slope. The writer of this review does not hesitate to characterize this chapter as the best short account of the United States which can be found.

Space will admit of but brief reference to Mr. Tyrrell's instructive sketch of the British parts of our continent. This author has traversed widely the lesser-known parts of this northern empire as a member of the Canadian Geological Survey. The average population of Canada is less than one and a half per square mile. Most of the five millions of people are in the four south-eastern provinces. Nearly two and one-half millions of miles of northern and western territory had in 1891 less than one hundred thousand residents. The effect of environment is seldom better shown than in the fact that 14,000 boats and 27,000 men of Nova Scotia are busy with fisheries. Prince Edward Island is but one-tenth as large as Nova Scotia, but is more closely peopled than any other province of the Dominion, having 54 inhabitants to the square mile. The single province of Quebec is nearly as large as France and Germany combined. In the section on Ontario a fact is stated which is of equal or greater meaning to the United States—that a larger tonnage passes the "Soo" than goes through the Suez Canal. The contrast is well brought out between the mining provinces of the Laurentian Highlands and the great agricultural province of Manitoba, much of which is the floor of a glacial lake. An interesting contrast appears in British Columbia, which has interior regions too dry for tillage without irrigation and a coastal tract which is too wet for agriculture. A short section is devoted to Newfoundland, and a paragraph to St. Pierre and Miquelon, which are of interest as the sole remnant of French possessions in North America.

The *International Geography* is not exhaustive, like an encyclopedia; it is not an atlas, but it is modern, replete with information, and will be a valuable helper upon the student's table.

A. P. B.